

Nomination for recognition of the
Archives of the
Australian Railways Historical Society
as an
Engineering Heritage National Marker



Mural fronting ARHS (NSW) in Alexandria, Sydney. (Photo: Adrian Cunningham, 2022)

Bill Phippen
for Engineering Heritage Sydney
July 2022

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Nomination letter

The Administrator
Engineering Heritage Australia
Engineers Australia
Engineering House
11 National Circuit
BARTON ACT 2600

Name of Cultural Item:

Australian Railway Historical Society NSW Division Archives, recognising the collection and maintenance of records of railways, tramways and other forms of public transport in Australia.

Nature of the Award:

The engineering heritage of the construction and operation of railed transport is nominated for the award of an Engineering Heritage National Marker.

Location:

5 Henderson Road, Alexandria NSW 1435.

Owner of the site:

Australian Railway Historical Society NSW Division. The nomination and a letter of agreement are below.

Access to Sites:

The archives building is publicly accessible during normal business hours. The building is fully compliant with current disability access regulations.

The archives are accessible by personal attendance, telephone, email and by internet.

Nominating Body:

Engineering Heritage Sydney

Frank Johnson
Chair, Engineering Heritage Sydney
Engineers Australia, Sydney Division
8 June 2022



Australian Railway Historical Society (NSW Division)
5-7 Henderson Rd
Alexandria NSW 2015

2 June 2022

Bill Phippen
Engineering Heritage Committee
Sydney Division
Engineers Australia
Mezzanine Level, 44 Market Street,
Sydney NSW 2000

Dear Mr Phippen,

I understand that the Archives Collection of the Australian Railway Historical Society is being recommended for recognition by Engineers Australia with the award of a National Engineering Marker.

The recent recognition of the collection as being of National Significance is an achievement of which we are proud, and something we intend to publicise to a wider audience. Recognition by Engineers Australia will help reach those in the community who are interested in the progress of Australian industry, technology, manufacturing and transport.

As well as the obvious social and economic benefits, the state-owned railways of Australia had a significant role in the development of the engineering expertise of the nation. For over one hundred years, the railways were a leading employer, manufacturer, training organisation and transport operator.

Conveying these aspects of our history to current and future generations is an important function of the Society. It is our mission to collect, catalogue, preserve and share the documentary record of the fascinating contribution that railways have made to Australia. Therefore, the proposal to recognise this collection with a National Engineering Marker is enthusiastically supported by the Society.

Regards

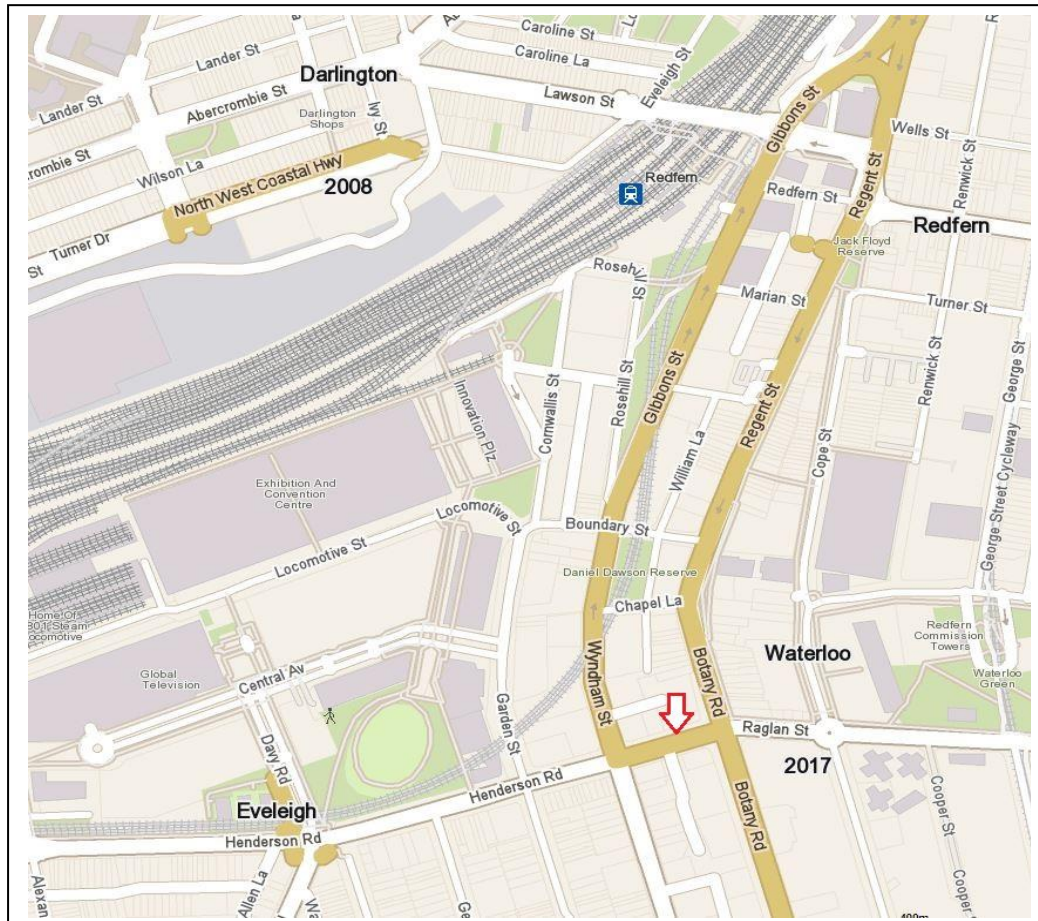
James Dalton (BE (hons.), MBA)
Manager, The Railway Archives
Chairman, Australian Railway Historical Society, NSW

Basis Data

Work:	The Archives of the Australian Railway Historical Society
Location:	5 Henderson Road, Alexandria, NSW, 1435.
Owner:	Australian Railway Historical Society (NSW Division)
Current and former use:	Archives which are the records of predominantly the construction and operation of railways and tramways, but include all forms of public transport including buses and ferries.
Creator:	Volunteer members of the ARHS.
Collection commenced:	June 1968 and is ongoing.
Physical description:	<p>The collection is estimated to extend to three kilometres of shelf space, (3,000 m) and to comprise about 2,000,000 items.</p> <p>The photo collection comprises just less than 1,000,000 images. These are prints, negatives, glass plate negatives, slides of numerous formats, and 'born digital' files. Virtually all images have been digitised.</p> <p>The original engineering plans archive has about 60,000 items, both civil and mechanical. All are catalogued and many scanned with work in progress to process the rest.</p> <p>The Engineering Document Series comprises: Chief Mechanical Engineer Circulars; Locomotives Officers Conference Minutes; Track and Signal diagrams; Weekly Notices; Special Train Notices; Timetables; Diesel Locomotive Plans; Railway Employees Record Cards; plus numerous other documents.</p> <p>Every senior engineer is documented in the collection in proportion to the longevity of his service and the number of documents he authorised. Of particular note is a rare connection to Francis Web Sheilds, the engineer for the Sydney Railway Company who left the work before the railway opened.</p> <p>Interstate collections. The archive includes many document series from railways outside NSW. These include magazines both 'in-house' and third party as well as the working document series such as timetables, weekly notices, annual reports, line maps and diagrams, train compositions and many more.</p>

Physical condition:

Excellent. While most of the collection is digitised, digitisation is an on-going activity of the volunteer workforce. ??



The Australian Railways Historical Society's Archives

1. Introduction

Australian collections are the memory bank of the nation and a key to its future. They embody the people, history, cultures, science and environment of Australia, and they show the creativity of Australians in all dimensions. Collections give a sense of our place in the world, and explain how the land and nation have evolved. (Significance 2.0 – a guide to assessing the significance of collections. Collections Council of Australia Ltd 2009).

The archives of the Australian Railways Historical Society (The ARHS Archives) is such a collection – it is the memory bank of the construction, operation and maintenance of the NSW railways, and to an increasing extent, the nation's railways.

Railways played a major role in the development of NSW and indeed the nation:

- They helped knit together communities, many remote and hundreds of kilometres apart;
- they enabled the bulk transport of goods – particularly grain, other foods and minerals from remote areas to the coast and industrial locations, far more efficiently than road transport could, particularly over the substandard early rural road network;
- they facilitated the establishment, maintenance and provisioning of country towns by enabling passenger transport when long-distance horse-drawn transport was not practical, and car ownership was minimal;
- they provided significant employment: in cities and transport hubs through manufacturing and maintenance workshops; in construction, extension, maintenance and operation of the rail network; and in the loading and unloading of goods.

The archives of the Australian Railway Historical Society, NSW Division is a collection that records predominantly the construction and operation of railways and tramways in NSW, but more recently it includes all forms of public transport including buses and ferries. Insofar as railways and tramways are industries which include engineering skill and knowledge, the collection is heavily involved in engineering matters. Although it is NSW centric, the collection does include many document series from railways in other States.

It is a most comprehensive collection that is of inestimable value, not only in terms of the history and heritage significance of the State's railways – and to an increasing extent the railways of other States, but in research and the provision of data to enable the current railways authority to assess the load-carrying capacity and safety of older structures.

The archives are significant in that they record with original and copied documents, the construction, operation and maintenance of railways and tramways throughout Australia, from their beginnings to the present time.

2. Statement of Significance

The archives of the Australian Railway Historical Society, NSW Division are significant in that they record with original and copied documents, the construction, operation and maintenance of railways and tramways throughout Australia, from their beginnings to the present time.

The historic and research significance of the Collection is evidenced in the diversity, comprehensiveness and representativeness of its coverage; it is held in high regard by numerous communities of interest from railway enthusiasts and technologists, and genealogists, filmmakers, novelists and academic historians.

The archives are socially significant in their recording through documents, plans and photographs, the lives of generations of people who were dependant on the railways in various ways, such as their employment and their quality of life in remote communities;

and in the development of industry, commerce, export, food production and communication.

The archives are rare in that no other ARHS Division actively collects or preserves documentary heritage, a high proportion of its printed items are not held by any other library or archive, and many copies of photographs and engineering drawings in the Collection no longer exist in original form elsewhere.

3. Detailed physical description

3.1 Preamble

The archives of the Australian Railway Historical Society, NSW Division are significant in that they record with original and copied documents the construction and operation of railways and tramways throughout Australia from their beginnings to the present time.

The ARHS Archives are owned and maintained by the Australian Railway Historical Society NSW Division, (ARHSnsw), an enthusiast and volunteer-based company limited by guarantee.

They are accessible to all enquirers through a reading room at 5 Henderson Road, Alexandria, Sydney, and by telephone and email request. It is intended that this service be continued into the future. The Society has existed since 1933 and although the archives in their present form are a later development their origins can be traced to the early period, in the production of a monthly bulletin recording railway history and operations. One of the founders of the Society and its first president was Cyril Corbet-Singleton, a civil engineer with the NSW Government Railway (NSWGR), who is noted for his recording of railway and engineering history in printed formats.

In the later years ARHS has devoted a significant part of its resources to its archives, largely driven by the closure of the official NSW Government Railway (NSWGR) archives, with only partial transfer to the State Archives and Records Authority (SARA), and by gifts and bequests of material by members and others. Since about 2000, ARHS has employed a full-time manager of its archives. ARHSnsw is not involved in the restoration, maintenance or operation of locomotives or other rolling stock.

3.2 Interpretation and Themes

The collection records predominantly the construction and operation of railways and tramways, but lately includes all forms of public transport including buses and ferries. Insofar as railways and tramways are industries which include engineering skill and knowledge the collection is heavily involved in engineering matters.

Neither the building nor the archives are included in any heritage register.

3.3 Description of the Collection

The collection is estimated to extend to three kilometres of shelf space, (3,000 m) and to comprise about 2,000,000 items. It is impossible to discuss every item or even every class of item, but a few sub-collections are noted

3.3.1 Photo Collection

The photo collection comprises just less than 1,000,000 images. These are prints, negatives, glass plate negatives, slides of numerous formats, and 'born digital' files. Virtually all images are scanned and stored in multiple locations in separated buildings. The only images not scanned are those recently accessioned.

Of the total collection more than 750,000 are fully catalogued and accessible using a sophisticated Access data base on site. A volunteer workforce is working efficiently to catalogue those outstanding.

The ARHSnsw collection includes many images held by other institutions and in these cases ARHSnsw acts as an aggregator to document wider sources of images than its own holdings. Examples of this would be:

- 32,400 images in the State Archives and Records Authority (SARA) SRA Railway Reference Photo Collection. These were scanned at hi-res on site at SARA's reading room by ARHSnsw under a co-operative arrangement.
- 4,000 pictures of the Sydney Harbour Bridge construction available on the SARA website, without a searchable catalogue, but in the ARHSnsw photo database fully catalogued.
- 1,800 pictures of the construction of the Sydney City Railway held in albums at SARA, unscanned, but scanned by an ARHSnsw volunteer in the SARA reading room using his own equipment.
- 400 photos of the Sydney Harbour Bridge construction held by Sydney Living Museums (SLM) at the Museum of Sydney, once displayed on a rolling screen but now withdrawn. Relatively poor copies have been given by SLM to ARHSnsw such that they are at least findable and can be sought at SLM if required.
- 400 photos of the Sydney Harbour Bridge construction held by the State Library of NSW (SLNSW) in the Mitchell Library as the Kathleen M. Butler albums, and available on their website, uncatalogued, but searchable on the ARHSnsw photo database.
- 8,900 NSW Government Printer glass plates of diverse industrial and engineering subjects on the SARA website uncatalogued but fully catalogued on the ARHSnsw database.

While these arrangements do not necessarily give enquirers immediate access to a high-quality copy of an image, they do direct them to the holding agency where a better copy may be obtained.

The photo collection has necessarily a preponderance of New South Wales images although it is the policy of ARHSnsw to collect from the whole of Australasia. The collection is searchable by state and was distributed on a 15 July 2022 as:

NSW	604,000
Victoria	43,400
Queensland	32,900
ACT	600
Northern Territory	400

Western Australia	9,100
South Australia	28,400
Tasmania	10,800

3.3.2 Original Engineering Plans

The archive holds about 60,000 original engineering plans. All are catalogued and many scanned; work is in progress to process the rest. Many of these drawings, especially those of stations and other buildings, are water-coloured items of immense aesthetic value.

Included in the plan collection is a set of hard copy plans of the 1946 Hawkesbury River Bridge. These have been collated by plan number and the series is virtually unbroken.

Plans are both civil and mechanical and while the number is much less than the hundreds of thousands of plans known to have been drawn by the NSWGR, the number held by ARHSnsw is comparable to the number held by SARA. The majority of hard copy plans which once existed have been destroyed. The earliest plans are usually thought to have been lost in the fire at the Garden Palace in the early 1880s.

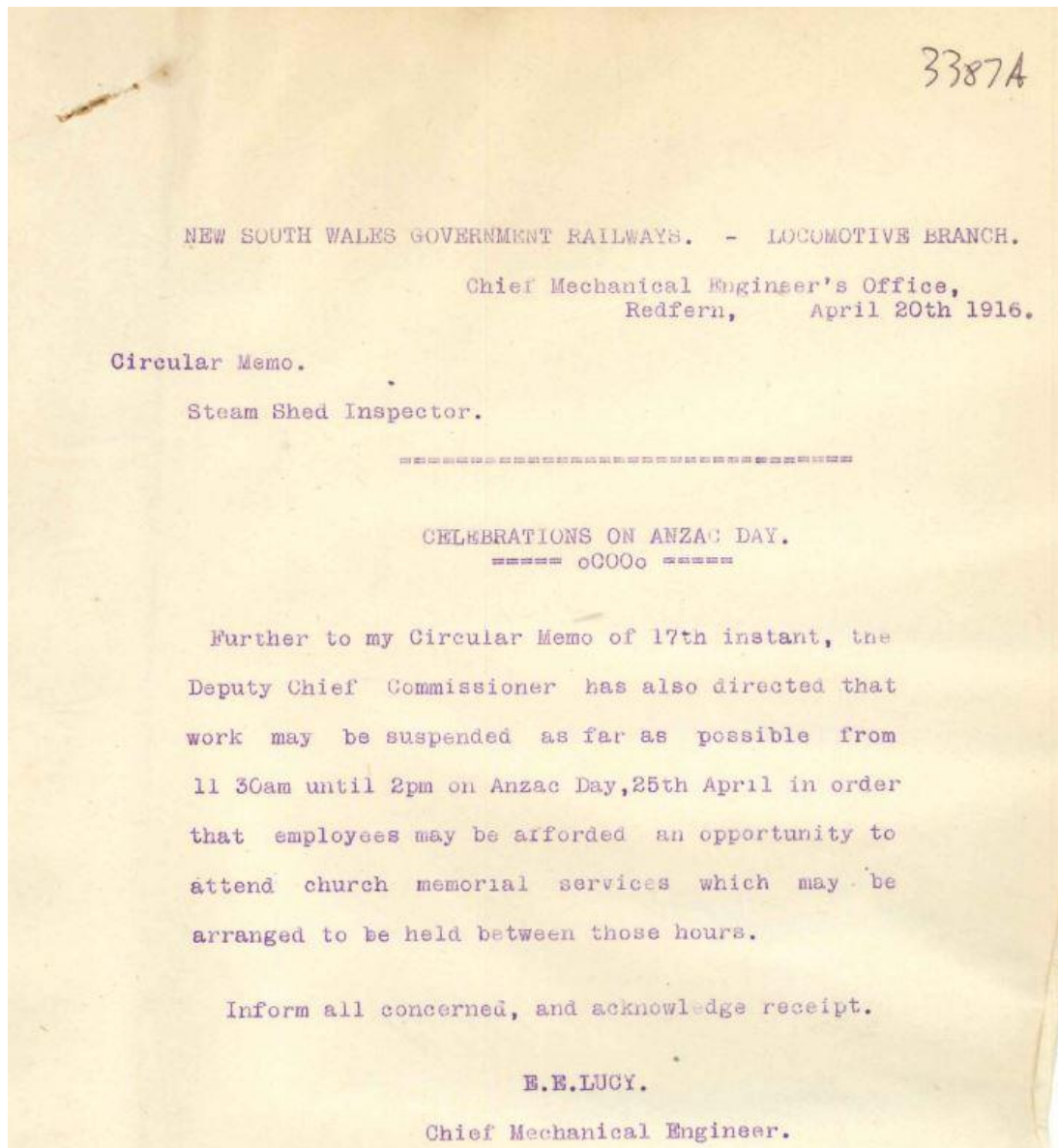
There are also many series of plans and diagrams in smaller formats often set up as standard drawings in books for routine use in construction and train running.

3.3.3 Engineering Document Series

For much of the history of the NSWGR and other Australian railways, communication between central management and remote locations was by paper as telephone, telegraph and email did not exist or were not capable of the volume of messages to be transmitted.

3.3.4 Chief Mechanical Engineer Circulars

Between 1887 and 1977 the Chief Mechanical Engineer (CME) in Sydney communicated with his staff all over NSW by printed Circulars and Memos, in a numbered sequence which totalled about 30,000 documents. Original copies of the vast majority survive in bound volumes in the possession of both ARHSnsw and SARA. A complete scanned and indexed set has been compiled by ARHSnsw either from its own holdings or by photographing thousands of the SARA documents. These instructions cover all aspects of the management of his realm by the CME including very technical matters, staff conditions, and social matters such as the instigation of the observance of Anzac Day from 1916. Also noted in this series is a paper about the deterioration of coal in storage by JB Chifley, at the time engine driver at Bathurst. These documents were produced in multiple copies for distribution and while the SARA set may be more complete, it is quite inaccessible in that it is not indexed and several of the bound volumes are in such a state of disrepair that they are not available for issue to readers. The complete set is scanned and indexed by title in the ARHSnsw collection.



A 1916 document issued by the CME as one of the earliest references to the marking of Anzac Day.

3.3.5 Locomotives Officers Conference Minutes

The CME held monthly meetings in Sydney with his regional officers. These are minuted with detailed records of discussion and tabulation of data about mechanical issues such as the operation of locomotives. All survive, scanned by ARHSnsw with optical character recognition for searching. Any missing from the ARHSnsw set were photographed from SARA holdings. While the same documents are available from SARA the only access is by year and month and a page-by-page search.

3.3.6 Track and Signal diagrams

Train operations are governed by track arrangements and interlocked signals. These are set out in plans known as Track and Signal diagrams (T&S), which are amended and re-issued as required. ARHSnsw has diligently collected every known diagram and set them up as a searchable database.

3.3.7 Weekly Notices

These are issued weekly and inform railway staff of a range of issues covering every aspect of the operation, including engineering matters. Since 1889 all issues, except for the year 1902, survive and have been scanned, treated with OCR, and published by ARHSnsw. This series continues into the present and is maintained absolutely up to date by arrangement with Sydney Trains and other operators.

3.3.8 Special Train Notices

The operation of trains is controlled by the Working Timetable (WTT). Any variations from this are notified by Special Train Notices (STNs) of which there may be several thousand in a year. While ARHSnsw holds many copies which are scanned and indexed, many more are held in bound volumes at SARA but no satisfactory means has been devised to image them. However, for current STNs, which are still issued daily, ARHSnsw maintains an up-to-date archive by arrangement with Sydney Trains.

3.3.9 Timetables

These may be sub-divided into Public Timetables and Working Timetables. Public timetables are of historic and social interest. Working Timetables (WTT) give every detail of train operation including the route where multiple tracks are available, train type and length, as well as empty trains and non-passenger trains. Sydney Trains sought the help ARHSnsw to establish load histories of bridges for fatigue studies and ARHSnsw was able to do this using its working timetable collection. ARHSnsw now routinely provides this information, often laboriously assembled over ten parallel tracks and 140 years, for the use of Sydney Trains consultants.

3.3.10 Line Histories

Railway operators need information about the history of a particular location, especially when there are heritage issues to be considered. The 'go to' document series for these questions is the line notes for every line in NSW which give a detailed account, sometimes metre by metre but always location by location. The exact origin of these documents is undefined as the railway archivist John Forsyth employed after the 1955 centenary of the NSWGR, was an ARHSnsw member, and ARHSnsw president and leading historian Cyril Corbet-Singleton was a civil engineer employed by the NSWGR. The subsequent transfer of some of the in-house railway archives to SARA, with others discarded and taken by ARHSnsw by default, only added to the confusion but ARHSnsw staff have a vast knowledge of the contents of the line histories.

3.3.11 Diesel Locomotive Plans

When the State Rail Authority in-house archives were transferred to SARA, steam locomotives were redundant and all records of them were archived and were thus passed to SARA. Diesel locomotives were still very much in service and when the freight operation and the fleet were subsequently sold to Pacific National the plans of the locomotives, scanned as aperture cards, were sold with the machines. As the locomotives were withdrawn the plans became redundant and Pacific National eventually gave all the plans to ARHSnsw. This is an immense collection, yet to be fully

assessed or catalogued. It is of special interest to operators of heritage diesel locomotives.

3.3.12 Railway Employees

Nominally, Employment Record Cards for all permanent employees of the NSWGR are held at SARA. Those of persons born before 1 January 1900 are scanned by SARA and readily available on-line. Those for persons born after 1 January 1900 are available on request at SARA, subject to there being no entry on the card less than 30 years old.

These cards are in fact superannuation records and since that benefit was not introduced until 1910, employees who ceased employment before that date, and casual employees have no card.

However, every NSWGR Annual Report from 1888 until 1930 lists all permanent employees who commenced or ended employment in the year with some details. All Annual Reports survive.

From 1890 to 1938 the NSWGR was obliged by Act of Parliament to list all employees, both casual and permanent, on 31 December every third year. These lists were published in the *NSW Government Gazette* a few months later and all survive.

Both sets of lists are difficult, if not impossible to search, as they extend to hundreds of pages for a single year. ARHSnsw has however compiled an index to both series of documents as well as other smaller documents such as early staff lists for other purposes and those compiled for the Royal Commission into the Great Strike of 1917. This index comprises about 715,000 names with many repeated as the employee continued employment through many three-year periods.

Although details of pay rates and other details have not been copied and must be found by reference to the original document, location of work has been copied and can be searched. It is thus possible to list the succession of staff at a given location.

3.3.13 Other Series

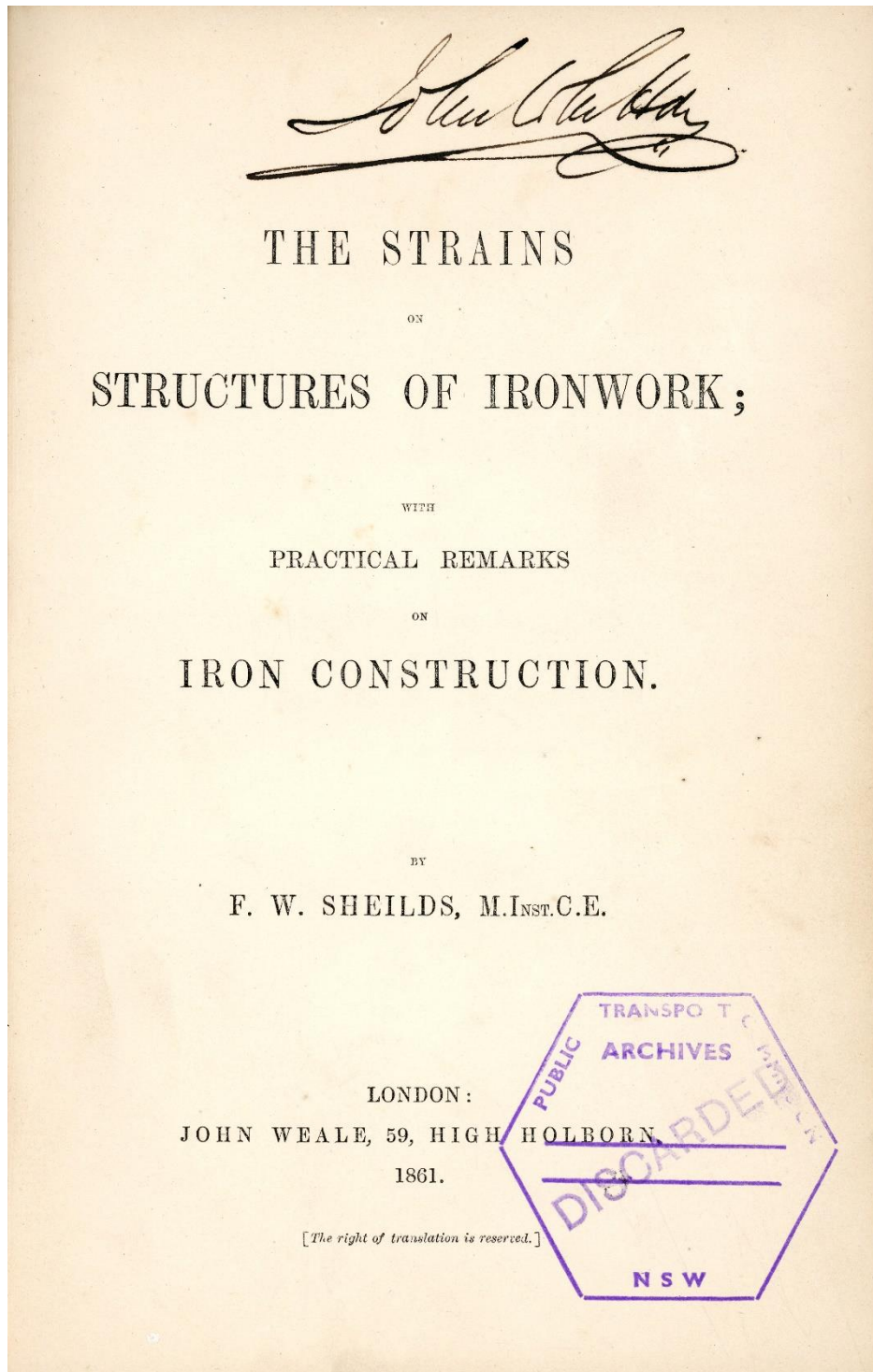
There are many other series of documents in the collection, but the above are given as a sample of its immense breadth.

3.3.14 Association with Prominent Engineers

Many of the senior employees of the NSWGR were engineers and are well known. The role of Chief Mechanical Engineers such as William Thow, Ernest Lucy and Harold Young is detailed through the many documents in the collection which carry their signature as well as pictures of them at work where such exist. Civil Engineers such as John Whitton, Henry Deane, Albert Fewtrell, Keith Fraser and Keith King are documented through documents, but also by photo albums of their works such as the Hawkesbury River Bridge and the Sydney City Railway. John Bradfield is recorded in the collection through his work on the City Railway and the Sydney Harbour Bridge between 1917 and 1927 when he was formally an employee of the NSWGR. Before 1917 he was an employee of the NSW Public Works Department Railway Construction

Branch, and his signature appears on many plans of more humble bridges than his later masterpiece.

Every senior engineer is documented in the collection in proportion to the longevity of his service and the number of documents he authorised.



1The title page of an engineering text-book written by Francis Webb Shields. The signature is that of John Whitton, apparently the original owner. The hexagonal stamp records that it was once part of the State Rail Authority Archives collection, but then discarded.

Of particular note is a rare connection to Francis Webb Shields, the engineer for the Sydney Railway Company who left the work before the railway opened, without much documentary trail. In the collection is a copy of a structural design textbook he published later in England, but amazingly autographed as his personal copy, by John Whitton, the Father of the NSW Railways.

4. Assessment of Significance

4.1 Historical Significance

The archives emanate from the formation of the Australian Railway Historical Society in 1933; its records have become the authoritative source for documenting and researching the history of the construction, operation and maintenance of the NSW railways.

4.2 Creative or Technical Achievement

The archives were created and are being maintained and expanded by enthusiastic and dedicated volunteers. The Collection comprises extensive holdings of privately created and/or assembled documents, complemented by substantial holdings of printed items and copied or disposed government records.

The ARHSnsw archives work co-operatively with the State Archives and Records Authority for their mutual advantage, most recently in the scanning to archival standard of more than 32,000 photos held in the State Rail Authority Reference Photo Collection by SARA.

ARHSnsw has recently moved into new premises, owned by the Society, which include a high-standard controlled-environment vault for the storage of its holdings. The vault is protected by a non-water-based fire suppression system.

The extent of cataloguing of the collection exceeds the level achieved in parallel collections held by other museums and public institutions.

4.3 Research Potential

The historic and research significance of the Collection is evidenced in the diversity, comprehensiveness and representativeness of its coverage; nearly 80% of the Collection is already digitised and publicly accessible, and around 90% is already catalogued to individual item level.

The Collection is held in high regard by numerous communities of interest, from railway enthusiasts and technologists, through to genealogists, filmmakers, novelists and academic historians.

Many books important to railways and engineering history have relied on research of the archives and its photographic collection, including in recent years, *The Hawkesbury River Railway Bridges; By Muscle of Man & Horse – building the railway under Sydney 1916-1932*; and *The Timber Truss Railway Bridges of New South Wales*.

The photo on the cover of the 1921 Engineers Australia Colin Crisp Award book, *Guide to Historical Steel Reinforcement in Australia*, was located by, and sourced from the ARHSnsw archives.

4.4 Social Significance

The use of the archives by researchers, genealogists, filmmakers, novelists and academic historians demonstrates their ongoing social significance.

The archives are integral to the history of the nation; their social significance lies in their recording through documents, plans and photographs, the lives of generations of people who were dependant on the railways in various ways such as employment and their quality of life in remote communities; and in the development of industry, commerce, export, food production and communication e.g., they played an invaluable role in the delivery of mail throughout the State.

The NSW Railways and Tramways made a significant contribution to The Great War and more than 1200 of its employees died as a result of active service. In 2018 a contemporary, but long lost, memorial to these men was restored and re-erected on the Grand Concourse of Sydney Station. ARHSnsw was given responsibility for supporting the physical work with research of the history and then commissioned to write biographies of the 1200 men named on the honour board.

4.5 Rarity

Only the Western Australian Division of the ARHS actively collects or preserves documentary heritage, but their interest is absolutely restricted to that state alone; a high proportion of the ARHSnsw-held printed items are not held in such a readily accessible way by any other library or archive (e.g. timetables, internal weekly notices); and copies of photographs and engineering drawings in the Collection do not exist in original form elsewhere - the Collection is thus rare.

The collection includes many document series from railways outside NSW, or national railways. These include magazines both 'in-house' and third party as well as the working document series such as timetables, weekly notices, annual reports, line maps and diagrams, train compositions and many more. There is an active program to obtain copies of document series from interstate where holding agencies are willing to make them accessible and volunteers are available to spend the time during a visit to undertake the work.

An illustration of the depth of this collection is given by the tabulation of the **Australia Wide** section of the Society's electronic database, as an appendix to this document. Digitising is an on-going task, and archives additional to this tabulation exist as hard copies in the archive's physical library.

The archives is not only a responsible collector of original documentation relating to railways, it is also a unique aggregator and indexer of distributed documentary heritage holdings. While collection usage remains focused on railway subjects, primary research materials and in-house research resources have the capacity to be extended, expanded and mined by existing and new users, to answer contemporary and emerging disciplinary and cross-disciplinary research questions on topics such as climate, the environment, demography, epidemiology, mobility, labour and Indigenous.

4.6 Integrity/Intactness

The documents which have survived the more than 160 years of railway and tramway history in Australia are not surprisingly sometimes incomplete sets. The extent of

documentation held by ARHSnsw in most series is as good as it gets, and in some areas far exceeds that held anywhere else - for example Handbills issued to the public. The ARHSnsw archives has made a determined effort to built complete series, where they can be complete, by obtaining copies of documents held by others. Many series of documents have also been published in CD format to make them more readily available to users.

5. Comparative Analysis

5.1 Comparison with State Archives and Records Authority (SARA) Collection

The ARHSnsw collection is about as large as the SARA collection based on metres of shelf space. The SARA collection is limited by legislation to state government generated records and thus does not contain private records or records from other states or the Commonwealth. It is also believed that SARA has not added to its collection since the transfer of the State Rail Authority Archives in the 1990s. ARHSnsw is collecting current documents daily and there are many photos of public transport, both vehicles and infrastructure, taken in the last 30 years. Since the format of the modern publication of working documents is only electronic this collection does not add to shelf space.

5.2 Interstate Collections

Only the ARHS Western Australian Division actively collects or preserves documentary heritage. While there are believed to be archives held by ARHS in other states, the primary interest of those divisions in maintaining hardware and running trains and the archives receive little attention.

6. Recommendation

Having regard to the following, that:

- The ARHS New South Wales Division deliberately and actively collects and preserves documentary heritage for the whole of Australia.
- The collection includes many document series from railways outside NSW;
- A high proportion of its printed items are not held by any other library or archive.
- Copies of photographs and engineering drawings in the Collection no longer exist in original form elsewhere.
- In the modern railway world, the industry is a national one where operators and machines are not limited by state borders,

it is recommended that the Archives of the Australian Railways Historical Society be awarded an Engineering Heritage National Marker.

7. Interpretation

EA logo

Engineering Heritage National Marker

AUSTRALIAN RAILWAYS HISTORICAL SOCIETY ARCHIVES

The archives of the Australian Railway Historical Society, NSW Division are significant in that they record with original and copied documents, the construction, operation and maintenance of railways and tramways throughout Australia, from their beginnings to the present time.

The archives are socially significant in their recording through documents, plans and photographs, the lives of generations of people who were dependant on the railways in various ways, such as their employment and their quality of life in remote communities, and in the development of industry, commerce, export, food production and communication.

**Dedicated by
Engineers Australia, 2022**

8. References

- (1) Australian Railway Historical Society - Significance Assessment of the non-3D Collection under a Community Heritage Grant” by Adrian Cunningham and Andrew Grant, Significance International, May 3, 2022.

9. Acknowledgements

The support of this nomination by the chairman of the board of directors of ARHSnsw, Mr. James Dalton is recognised.

The contribution of Mr. Michael Clarke to the preparation of this document is acknowledged.

A.R.T.C. Train Alteration Advices

- [2004](#)
- [2006](#)
- [2007](#)
- [2008](#)
- [2009](#)
- [2010](#)
- [2011](#)
- [2012](#)
- [2013](#)
- [2014](#)
- [2015](#)
- [2016](#)
- [2017](#)
- [2018](#)
- [2019](#)
- [2020](#)

A.R.T.C. T.O.C. Waivers

- [Current as at April 2010 and published to 31 December 2012](#)
- [Published from 1 January 2013 to 31 December 2015](#)
- [Published from 1 January 2016 to 31 December 2016](#)
- [Published from 1 January 2017 to 31 December 2017](#)
- [Published from 1 January 2018 to 31 December 2018](#)
- [Published from 1 January 2019 to 31 December 2019](#)
- [Published from 1 January 2020 to 31 December 2020](#)

A.R.T.C. Route Access Standard

- [Standard Documents](#)
- [Amendments](#)

ARTC Master Plans

- [List of Available Documents](#)

ARTC Train Numbering

- [Version 1.0](#)
- [Version 1.2](#) - December 2011

ARTC Strategies & Studies

- [A Review of Ballast Procurement, Transport and Placement](#) - ARTC 2004
- [North - South Corridor Strategy 2005](#)
- [Hunter Valley Corridor Capacity Improvement Strategy 2005](#)
- [Inland Route Alignment Study](#)
- [Particulate Emissions from Coal Trains - September 2012](#)
- [Hunter Valley Corridor 2012-2021 Capacity Strategy](#)

Intersystem Fares Book

- [Issued by S.R.A. 1 March 1988](#)
- [Issued by S.R.A. 1 July 1988](#)

Interstate Systems' Parcels Rates

- [Railways of Australia Intersystem Parcels Rates Book](#) - 30 April 1976

Interstate Systems' Publicity Material

- [AustralAsia Railway Corporation \(Alice Springs to Darwin\) Fact Sheets, etc.](#)
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